



FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS

BIWEEKLY 2000-03

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Airworthiness Programs Branch, AFS-610
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

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2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

AGUSTA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-09 AGUSTA: Amendment 39-11528. Docket No. 98-SW-69-AD.

Applicability: Model AB412 helicopters with rescue hoist, part number BL10300-60 or BL10300-59, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the rescue hoist hook assembly from the helicopter due to failure of the rescue hoist hook assembly retention pin (retention pin), accomplish the following:

(a) Before further flight, replace the retention pin, part number (P/N) BL2395, of the rescue hoist hook assembly, P/N S6150-61090-1, as follows:

(1) Disconnect the helicopter battery and ensure the external electrical power is not connected.

(2) Remove the safety wire and remove and discard the retention pin. Retain the two washers, P/N AN960C816L, for reuse (Figure 1).

(3) Install a zero-hours time-in-service (TIS) retention pin, P/N BL2395, and the two washers, P/N AN960C816L, (Figure 1). Safety wire the retention pin to the hook assembly using safety wire, P/N MS 20995C32.

(b) Before further flight, and thereafter prior to each flight in which the rescue hoist will be operated:

(1) Inspect the rescue hoist for oil leakages and proper electrical and mechanical connections.

(2) Inspect the retention pin, P/N BL2395, of the ring assembly, P/N BL2441, for safety wire integrity.

(3) Inspect the pin, P/N NAS516C4-6 or P/N MS171524, installed on the housing, P/N BL1357-1, and verify the absence of any rotation between the housing and the adapter, P/N BL1355, (Figure 1).

(4) Inspect the rescue hoist hook to ensure it rotates freely relative to the housing (number 3 on Figure 1).

(5) Correct any discrepancies found in step (1), (2), (3), or (4).

(c) At intervals not to exceed 25 hours time-in-service (TIS), inspect the rescue hoist as follows:

(1) Inspect the attachment and support for cracks, wear, corrosion, damage, and security. Replace any parts that have cracks, wear, corrosion, or damage with an airworthy part.

(2) Inspect the cable for fraying, wear, and corrosion. If fraying, wear, or corrosion is found, replace the cable with an airworthy cable.

(3) Inspect the cable for proper routing through the guide rollers, pulley, and drum. Correct cable routing if necessary.

(d) At intervals not to exceed 12 calendar months, inspect the retention pin as follows:

(1) Referring to Figure 1, remove the safety wire and the retention pin. Retain the two washers, P/N AN960C816L, for re-use. Inspect the retention pin for scratches or deformations. If a scratch or deformation is found, replace the retention pin with an airworthy retention pin.

(2) Install the retention pin and the two washers, P/N AN960C816L, (Figure 1). Safety wire the retention pin to the hook assembly using safety wire, P/N MS20995C32.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, FAA, Regulations Group, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

NOTE 3: The subject of this AD is addressed in Registro Aeronautico Italiano (Italy) AD 98-186, dated May 26, 1998.

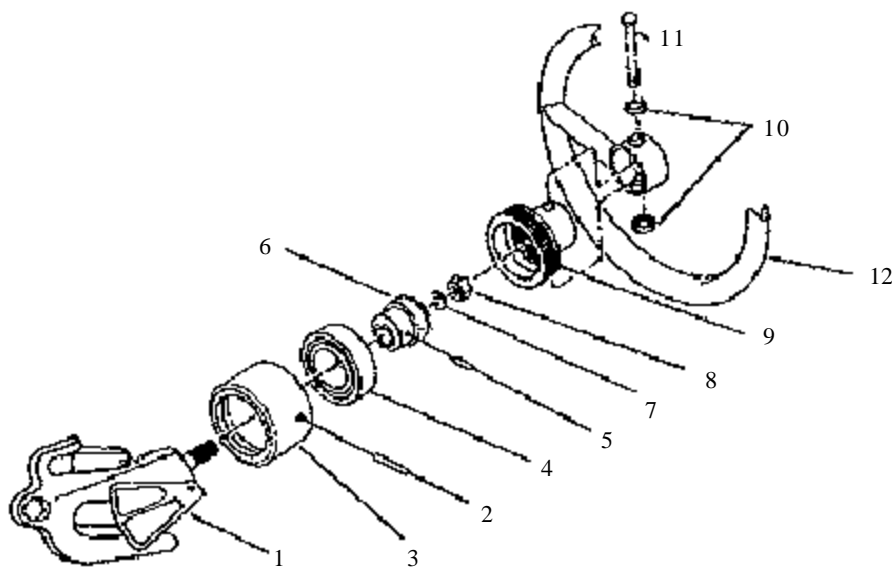
(f) This amendment becomes effective on February 10, 2000.

FOR FURTHER INFORMATION CONTACT:

Carroll Wright, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5120, fax (817) 222-5961.

Issued in Fort Worth, Texas, on January 19, 2000.

Henry A Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.



Hook Assembly S6150-61090-1

1	S6150-61522-2	Hook
2	NAS516C4-6 (alternative MS171524)	PIN
3	BL1357-1	Housing
4	BL1360	Bearing
5	BL1358	Pin
6	BL1356	Nut
7	AN960C816L	Washer
8	AN310C8	Nut
9	BL1355	Adapter
10	AN960C8	Washer
11	BL2395	Pin
12	BL2441	Ring Assembly

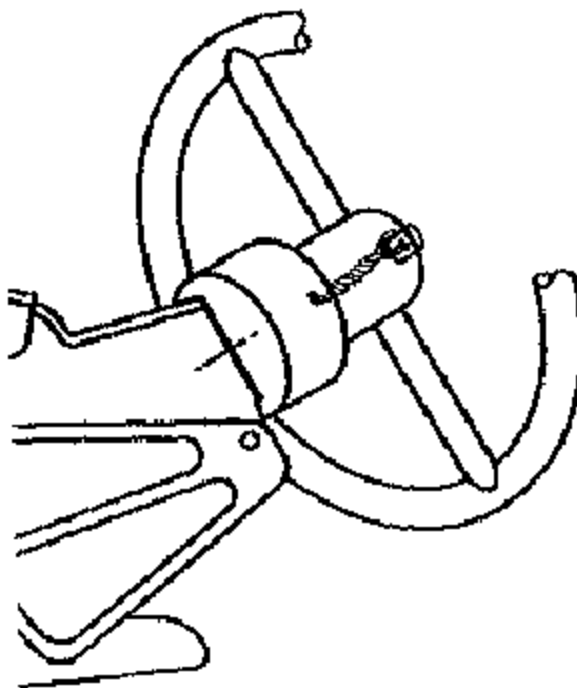


Figure 1 of 1
AD 2000-02-09

**CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2000-02-14 CESSNA AIRCRAFT COMPANY: Amendment 39-11532; Docket No. 98-CE-125-AD; Supersedes AD 98-13-10, Amendment 39-10598.

Applicability: Model 182S airplanes, serial numbers 18280001 through 18280286, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To detect and correct damage to the engine exhaust mufflers caused by cracking and the high stresses imposed on the attachment of the exhaust system at the area the firewall, which could result in exhaust gases entering the airplane cabin with consequent crew and passenger injury, accomplish the following:

(a) Within 5 days after the effective date of this AD, unless already accomplished (compliance with AD 98-13-10), accomplish the following:

(1) Fabricate a placard that specifies immediately inspecting all engine exhaust muffler end plates when the engine backfires upon start-up, and install this placard on the instrument panel within the pilot's clear view. The placard should utilize letters of at least 0.10-inch in height and contain the following words: "If the engine backfires upon start-up, prior to further flight, inspect and replace (as necessary) all engine exhaust muffler end plates."

(2) Insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

(b) Within 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 98-13-10), and thereafter at intervals not to exceed 25 hours TIS after each inspection (including any inspection accomplished after an engine backfire) until the replacements required by paragraphs (b)(1) and (d) of this AD are accomplished, inspect all engine exhaust muffler end plates (four total) for cracks on the forward (upstream) or aft (downstream) end of each muffler can.

(1) Prior to further flight, replace any engine exhaust muffler where an end plate is found cracked with one of improved design, part number (P/N) 1254017-19 or P/N 9954200-9 (or FAA-approved equivalent part number). Accomplish these replacements in accordance with Cessna Service Bulletin SB98-78-03, dated December 14, 1998.

(2) This replacement terminates the repetitive inspection required by this AD for that particular engine exhaust muffler. The repetitive inspections would still be required for any other engine exhaust muffler not replaced with the improved design parts.

(3) The placard requirements of this AD are still required until all engine exhaust system mufflers are replaced with the improved design parts.

NOTE 2: Cessna Service Bulletin SB98-78-02, Issued: June 6, 1998, depicts the area to be inspected. The actions of this service bulletin are different from those required by this AD. This AD takes precedence over the actions specified in this service bulletin. Accomplishment of Cessna Service Bulletin SB98-78-02, Issued: June 6, 1998, is not considered an alternative method of compliance to the actions of this AD.

(c) Fabricating and installing the placard and inserting this AD into the Limitations Section of the AFM, as required by paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) Within 12 calendar months after the effective date of this AD, replace the engine exhaust mufflers with ones of improved design, part number (P/N) 1254017-19 or P/N 9954200-9 (or FAA-approved equivalent part number). Accomplish these replacements in accordance with Cessna Service Bulletin SB98-78-03, dated December 14, 1998.

(1) These replacements terminate the repetitive inspection and placard requirements of this AD, as specified in paragraphs (a) and (b), including all subparagraphs, of this AD.

(2) The replacements may be accomplished prior to 12 calendar months after the effective date of this AD, as terminating action for the repetitive inspection and placard requirements of this AD.

(e) As of the effective date of this AD, no person may install, on any affected airplane, an engine exhaust muffler that is not of improved design, P/N 1254017-19 or P/N 9954200-9 (or FAA-approved equivalent part number).

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-13-10 are not considered approved as alternative methods of compliance for this AD.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(h) The replacements required by this AD shall be done in accordance with Cessna Service Bulletin SB98-78-03, dated December 14, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment supersedes AD 98-13-10, Amendment 39-10598.

(j) This amendment becomes effective on March 17, 2000.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul Pendleton, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on January 18, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

SHORT BROTHERS AND HARLAND LTD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-16 SHORT BROTHERS AND HARLAND LTD.: Amendment 39-11534; Docket No. 97-CE-99-AD.

(a) What airplanes are affected by this AD?: Models SC-7 Series 2 and SC-7 Series 3 airplanes, all serial numbers, certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register.

(c) What problem does this AD address?: These actions are necessary to detect and correct migration of the wing attachment bushes in the fuselage front and rear spar frames. If we did not take action, this could result in structural damage to the wing spar/fuselage fitting with possible loss of control of the airplane.

(d) What must I do to address this problem?: To address this problem, you must accomplish the following, as applicable:

(1) Initial Requirements

(i) What actions are required?: Inspect the wing attachment bushes in the fuselage front and rear spar frames for migration.

(ii) When is the action required?: Within the next 100 hours time-in-service (TIS) after the effective date of this AD.

(2) Repetitive Requirements

(i) What if no gaps are found at the bush areas during any inspection required by this AD?: Repeat the inspection specified in paragraph (d)(1)(i) of this AD at intervals not to exceed 500 hours TIS.

(ii) What if any gap is found at the bush area that is less than 0.125 inches in length during any inspection required by this AD?: Repeat the inspection specified in paragraph (d)(1)(i) of this AD at intervals not to exceed 100 hours TIS provided the gaps do not increase to 0.125 inches or more in length. If the gap has not increased during 3 additional inspections and continue to not increase, then the inspection intervals may be increased to 500 hours TIS.

(iii) What if any gap is found at the bush areas that is 0.125 inches or more in length during any inspection required by this AD?: Prior to further flight, replace the bushes with parts specified in the service information identified in this AD. Inspect the replacement bushes at intervals not to exceed 500 hours TIS in accordance with paragraph (d)(1)(i) of this AD.

(e) What procedures must be used to accomplish all actions of this AD?: Shorts Service Bulletin No. 53-68, which incorporates the following pages:

Pages	Revision Level	Date
6, 7, 8, 9, 10, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, and 25	Original Issue	January 10, 1996
12	Revision No: 1	May 30, 1996
3	Revision No: 2	September 1998
1, 2, 4, 5, 11, 15, and 16	Revision No: 3	May 1999

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) Who should I contact if I have questions regarding the service information?: Direct all questions or technical information related to Shorts Service Bulletin 53-68, to Short Brothers plc, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. You may examine this service information at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(j) Are any service bulletins incorporated into this AD by reference?: Yes. You must accomplish the actions required by this AD in accordance with Shorts Service Bulletin 53-68, which incorporates the following pages:

Pages	Revision Level	Date
6, 7, 8, 9, 10, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, and 25	Original Issue	January 10, 1996
12	Revision No: 1	May 30, 1996
3	Revision No: 2	September 1998
1, 2, 4, 5, 11, 15, and 16.	Revision No: 3	May 1999

The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Short Brothers plc, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(k) Has the airworthiness authority for the State of Design addressed this action?: Yes. The subject of this AD is addressed in British Airworthiness Directive 009-01-96, not dated.

(l) When does this amendment become effective?: This amendment becomes effective on March 20, 2000.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 20, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

**EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2000-02-32 EUROCOPTER FRANCE: Amendment 39-11550. Docket No. 98-SW-63-AD. Supersedes AD 98-12-21, Amendment 39-10575, Docket No. 98-SW-02-AD.

Applicability: Model SA. 315B helicopters with horizontal stabilizers, part number (P/N) 315A35-10-000-1, 315A35-10-000-2, or higher dash numbers, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue failure of the spar tube, separation of the horizontal stabilizer and impact with the main or tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Inspect the aircraft records and the horizontal stabilizer installation to determine whether Modification 072214 (installation of the spar tube without play) or Modification 072215 (adding two half-shells on the spar) has been accomplished.

(2) If Modification 072214 has not been installed, comply with paragraphs 2.A., 2.B.1), 2.B.2)a), and 2.B.2)b) of the Accomplishment Instructions of Eurocopter France Service Bulletin No. 55.01, Revision 4, dated May 4, 1998 (SB). If the fit and dimensions of the components specified in paragraph 2.B.2)a) exceed the tolerances in the applicable structural repair manual, replace with airworthy parts.

(3) If Modification 072215 has not been installed, first comply with paragraphs 2.A., 2.B.1), and 2.B.3), and then comply with paragraph 2.B.2)c) of the Accomplishment Instructions of the SB.

NOTE 2: Modification kit P/N 315A-07-0221571 contains the necessary materials to accomplish this modification.

(b) Before the first flight of each day:

(1) Visually inspect the installation of the half-shells, the horizontal stabilizer supports, and the horizontal stabilizer for corrosion or cracks. Repair any corroded parts in accordance with the applicable maintenance manual. Replace any cracked components with airworthy parts before further flight.

(2) Confirm that there is no play in the horizontal stabilizer supports by lightly shaking the horizontal stabilizer. If play is detected, comply with paragraphs 2.A. and 2.B.2)a) of the Accomplishment Instructions of the SB. If the fit and dimensions of the components specified in paragraph 2.B.2)a) exceed the tolerances in the applicable structural repair manual, replace with airworthy parts before further flight.

(c) At intervals not to exceed 400 hours time-in-service (TIS) or four calendar months, whichever occurs first, inspect and lubricate the spar tube attachment bolts.

(d) Within 90 calendar days and thereafter at intervals not to exceed 24 calendar months, visually inspect the inside of the horizontal spar tube in accordance with paragraph 2.A. and 2.B.1) of the Accomplishment Instructions of the SB.

(1) If corrosion is found inside the tube, other than in the half-shell area, replace the tube with an airworthy tube within the next 500 hours TIS or 18 calendar months, whichever occurs first.

(2) If corrosion is found inside the tube in the half-shell area, apply a protective treatment as described in paragraph 2.B.1)b) of the Accomplishment Instructions of the SB.

(e) Within 30 calendar days, perform a one-time dye-penetrant inspection for cracking on the 4 attachment clamps (See No. 11 on Figure 3 of the SB) of the half-shells as shown in Figure 3 of the SB. If a crack is found in any clamp, replace the cracked clamp with an airworthy clamp. If no crack is found, safety wire the clamp as shown in Detail C in the SB using two wraps of 0.6-mm or 0.8 mm (.023 or .032 inch) diameter lockwire (See No. 21 on Figure 3 of the SB) around the clamp so that the clamp is held together in the event of clamp failure. After installing the safety wire, inspect the clamps before the first flight of each day in accordance with paragraph (b)(1) of this AD.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(h) The inspections and modifications shall be done in accordance with the Accomplishment Instructions of Eurocopter France Service Bulletin No. 55.01, Revision 4, dated May 4, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on March 13, 2000.

NOTE 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 96-277-037(A)R2, dated July 29, 1998.

FOR FURTHER INFORMATION CONTACT:

Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

Issued in Fort Worth, Texas, on January 26, 2000.

Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.